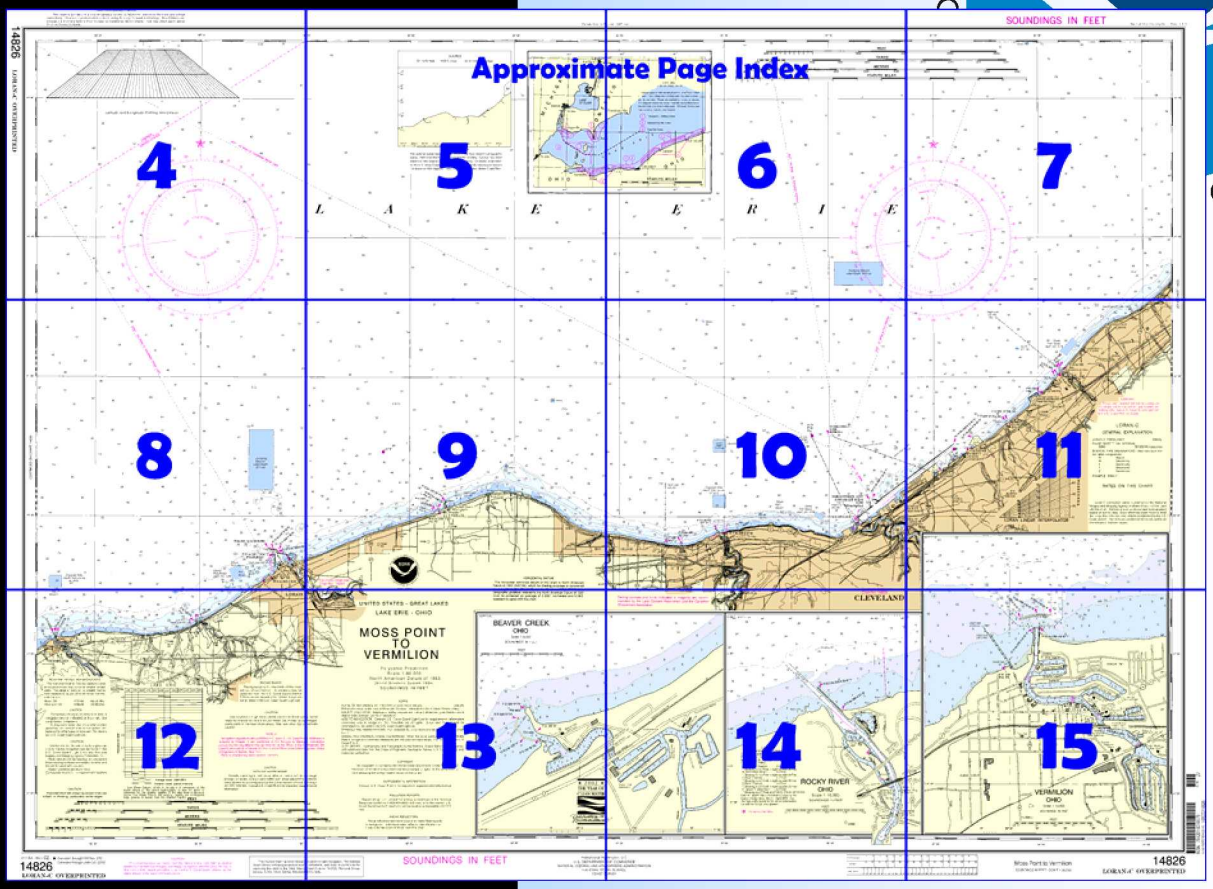
BookletChart™

Moss Point to Vermilion

(NOAA Chart 14826)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

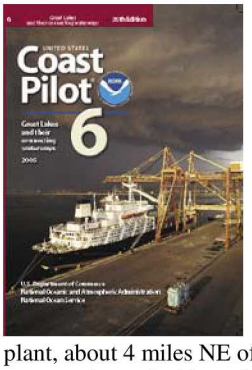
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 6 excerpts]

(338) The Wildwood Yacht Club harbor is about 5.4 miles NE of Cleveland Harbor East Entrance Light, close NE of **Euclid Creek.** The entrance is marked by private lights on the ends of the E and W pierheads. A detached breakwater is marked by private lights. In 1977, the reported controlling depths were 7 feet in the entrance, and 7 to 11 feet in the harbor.

(339) The Northeast Yacht Club Basin is adjacent to the Cleveland sewage disposal plant, about 4 miles NE of Cleveland Harbor East Entrance Light. The entrance is marked by private lights on the E end of the N breakwater and the N end of the E breakwater. In 1977, the reported controlling depth was 6 feet in the entrance and in the basin.

(340) In July 1984, a dangerous submerged wreck was reported about 2 miles NW of the mouth of Euclid Creek in about 41°36'N., 81°36'W.

(341) About 3.1 miles SW of Euclid Creek, at the mouth of a stream known locally as **Dugway Brook,** are submerged pilings in 12 feet of water.

(374) Federal regulations specify a **speed limit** of 6 mph (5.2 knots) in the harbor except in the outer harbor where the speed limit is 10 mph (8.7 knots). However, the city of Cleveland has adopted a lesser **speed limit** of no wake, 4 mph (3.5 knots) in the Cuyahoga River and Old River. During fog or when a blue light or flag is shown from any pier, wharf, bridge or other place where person or property may be endangered, a **speed limit** of 2 mph (1.7 knots) is enforced.

(376) There are extensive waterfront facilities in Cleveland outer harbor and along both banks of Cuyahoga River and Old River. Only the deep-draft facilities are described. (For a complete description of the port facilities, refer to Port Series No. 43, published and sold by the U.S. Army Corps of Engineers. See appendix for address.) The alongside depths for the facilities described are reported depths. (For information on the latest depths, contact the operator.) All the facilities described have highway connections, and many have railway, water, and electrical shore-power connections. Cargo in the port is generally handled by ships' tackle. Cranes to 230 tons and floating cranes to 30 tons are available. Many of the piers, wharves, and docks are available for winter mooring of vessels during the closed navigation season.

(405) All types of marine supplies and provisions are available at Cleveland. Vessels normally receive bunker and diesel fuels at their berths from self-propelled vessels.

(408) Several marinas on the lakefront provide transient berths, gasoline, diesel fuel, water, ice, electricity, launching ramps, and sewage pump-out. Hoists to 40 tons can handle 65-foot vessels for hull, engine, and electronic repairs. A boatyard at the upper end of Old River has a travel lift and crane with capacities to 20 tons, and can make small-craft repairs of all kinds. Marine supplies and provisions are available in the city and at several marine supply companies on the Cuyahoga River. Numerous marinas are along the banks of Old River and Cuyahoga River.

(409) Cleveland is a major transportation terminus. The city is served by several rail lines and has excellent highway connections. Major international and domestic airlines serve Cleveland-Hopkins International Airport in the SW part of the city and Burke Lakefront Airport on the S side of the outer harbor.

(410) W from Cleveland, the shore consists of 10- to 20-foot-high bluffs and sandy beaches, and the shoreline trends generally W to **Avon Point** (41°30.9'N., 82°00.8'W.), a broad rounding point projecting somewhat to N about 15 miles from the Cleveland entrance. From Avon Point to Lorain, about 10 miles SW, the bluffs are smaller. Between Cleveland and Lorain, deep water is no more than 1.2 miles offshore except just E of Lorain where detached shoal spots extend 3 miles into the lake. An artificial reef marked by private buoys is about 0.6 mile offshore 2.6 miles ENE from the mouth of Rocky River. A wreck, covered 30 feet, is 4.3 miles NNE of Avon Point.

(411) **Rocky River Harbor** is at the mouth of the **Rocky River,** 6.5 miles W of Cleveland Harbor entrance, at the city of **Lakewood, Ohio.**

(413) The harbor is entered from Lake Erie through a dredged entrance channel on the SW side of a pier that extends lakeward from the E side of the mouth of Rocky River. Lights mark the outer and inner ends of the pier. The dredged channel extends upstream for 0.9 mile above the mouth to a turning basin at the head. An anchorage basin is on the SW side of the channel just inside the mouth of the river.

(417) Most of the facilities in the harbor are private. However, limited transient berths, gasoline, water, electricity, a launching ramp, and marine supplies are available. Hoists to 6 tons are available for hull and engine repairs.

(422) **Lorain Harbor Light** (41°28.9'N., 82°11.7'W.), 60 feet above the water, is shown from a white tower on the W end of the detached breakwater on the N side of the entrance channel. A fog signal is at the light.

(432) Lorain Coast Guard Station is on the E side of the **Black River** just inside the mouth.

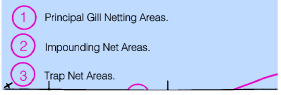
Table of Selected Chart Notes

Pump-out facilities

Corrected through NM Nov. 2/02
Corrected through LNM Oct. 22/02

LAKE ERIE
FISH NETTING AREAS

Various types of nets are employed in Lake Erie of which gill nets, impounding nets and trap nets may create a hazard to mariners. These are marked by buoys or stakes. This diagram shows the areas most intensively fished and the principal type of nets employed. However, fishing gear may be encountered at any location.



WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE C
ROCKY RIVER CHANNEL

Controlling depths from seaward in feet at Low Water Datum, 569.2ft referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

A. Entrance Channel ..... 4.1 Feet
B. Anchorage Basin ..... 3.1 Feet
C.River Channel ..... 4.8 Feet
D.River Channel ..... 3.7 Feet
E. Upper Turning Basin .....2.4 Feet

Channel depths tabulated from surveys by the Corps of Engineers, September 2006. For changes subsequent to the above information, consult the Corps of Engineers.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Akron, OH	KDO-94	162.40 MHz
Cleveland, OH	KHB-59	162.55 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Extreme Levels (period of record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths. **FEET**

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.333″ northward and 0.383″ eastward to agree with this chart.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AIDS TO NAVIGATION. Consult U.S. Coast Guard LIght List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

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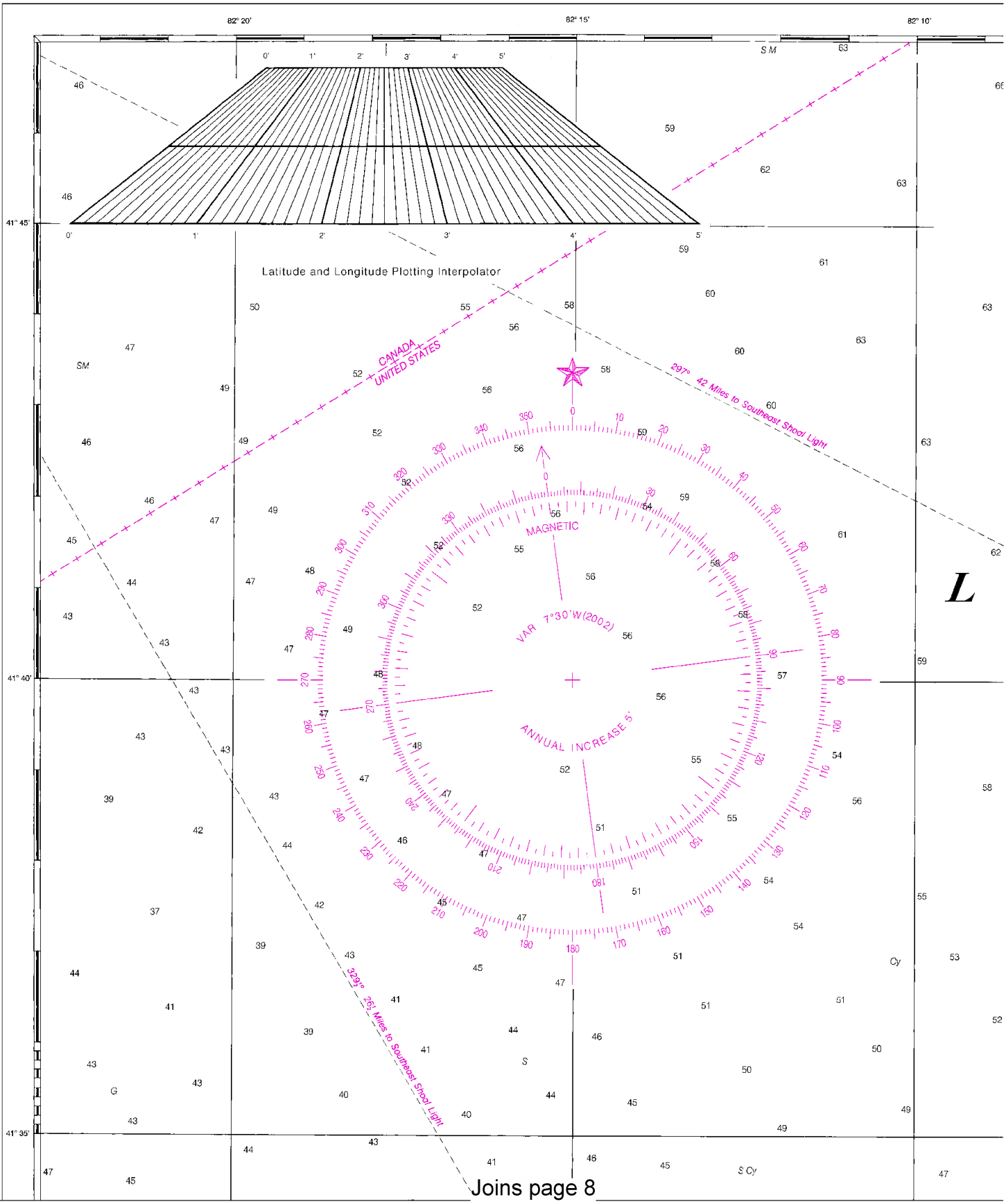
14826

LORAN-C OVERPRINTED



Joins page 8

4

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

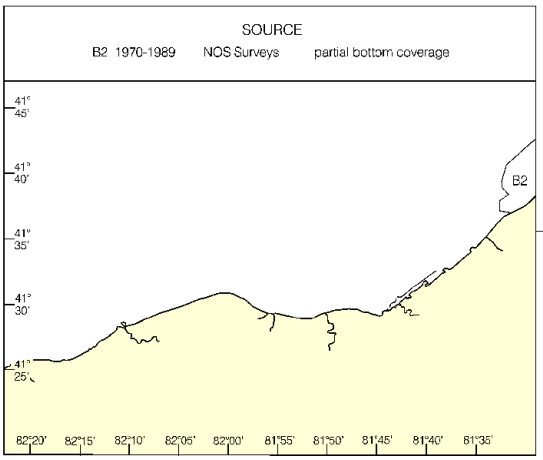
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

82° 05' 82° 00' 81° 55'



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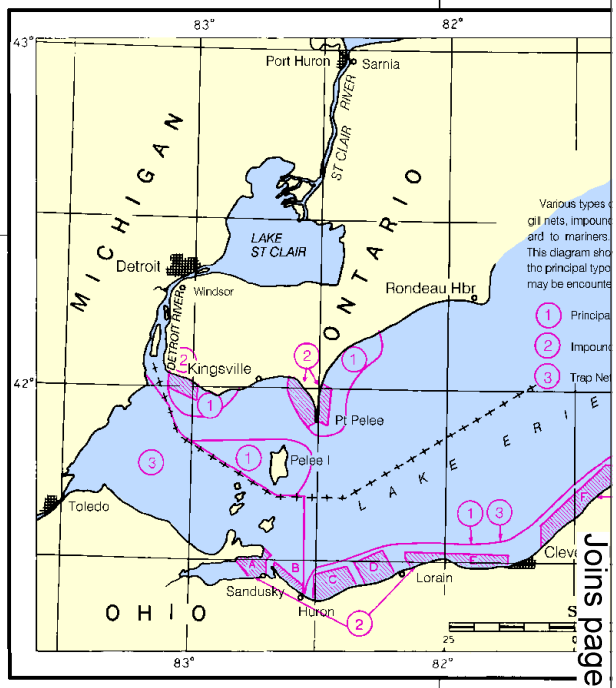


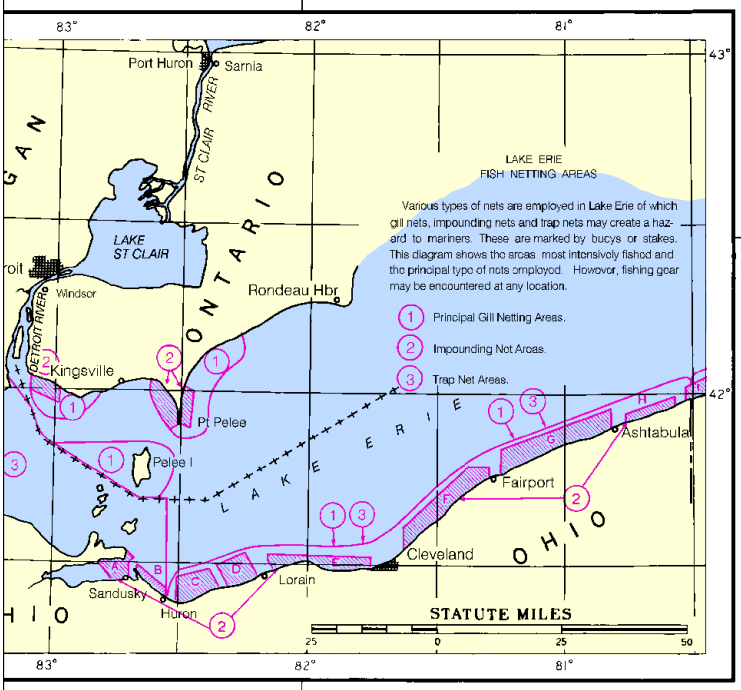
Joins page 6

A K E

Joins page 9

"Admiral" Q
Priv

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins page 5

E R I

350° 49 Miles to Rondeau Harbour

Dumping Ground
Least Depth 35 ft rep

"Admiral" Q
Priv

Obstn
PA

Joins page 10

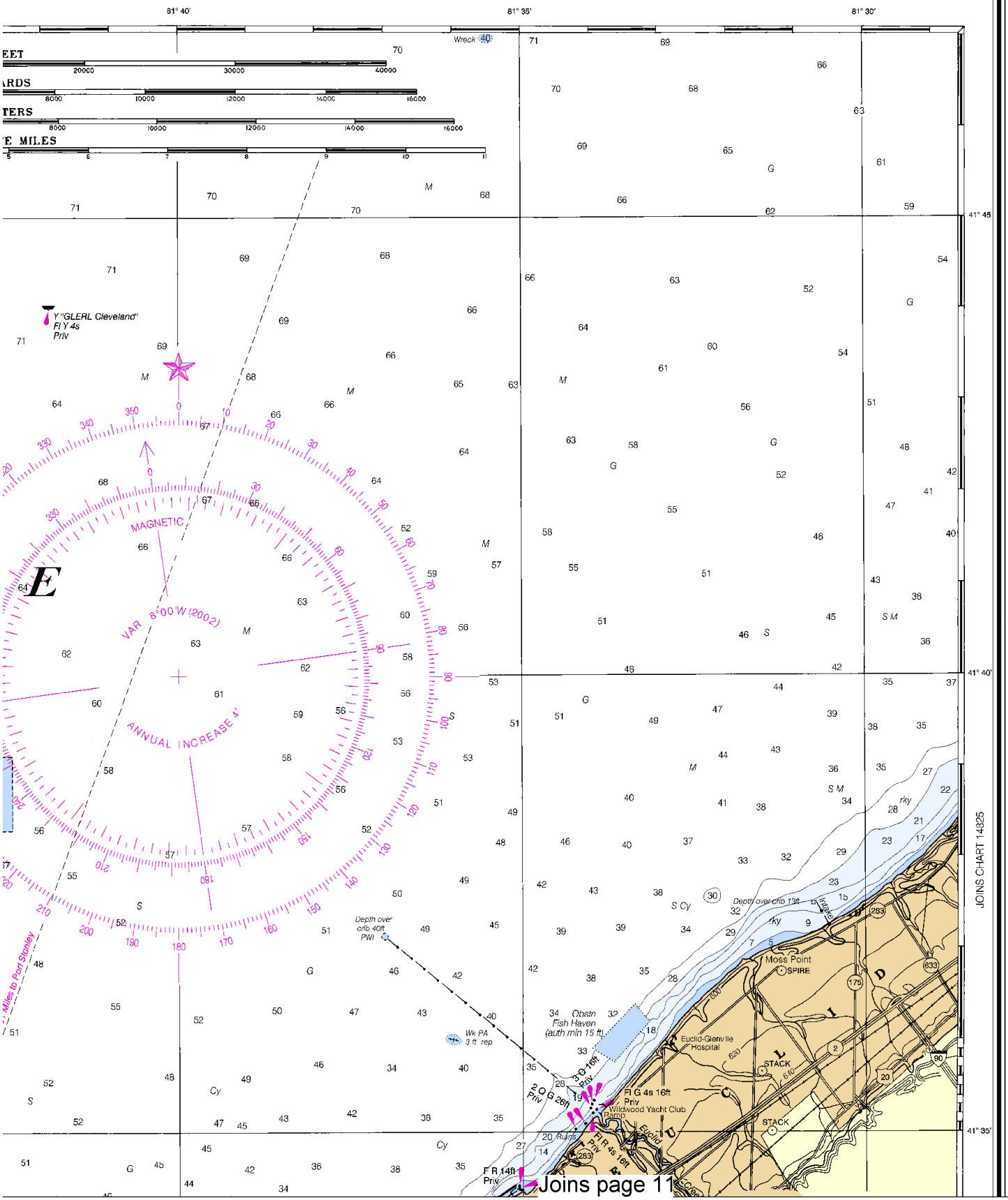
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

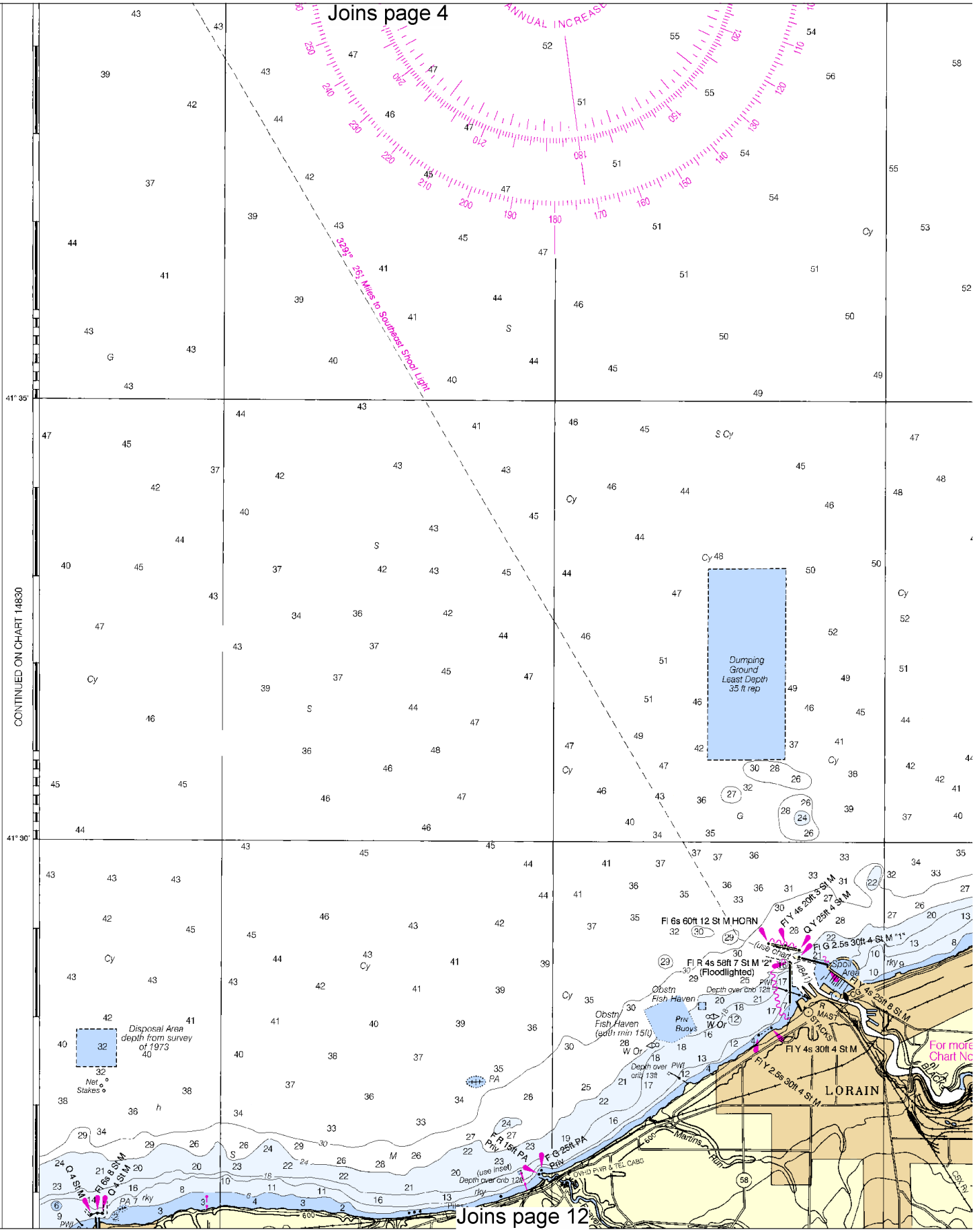
SOUNDINGS IN FEET



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.

Joins page 4



Joins page 12

8

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

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Yards

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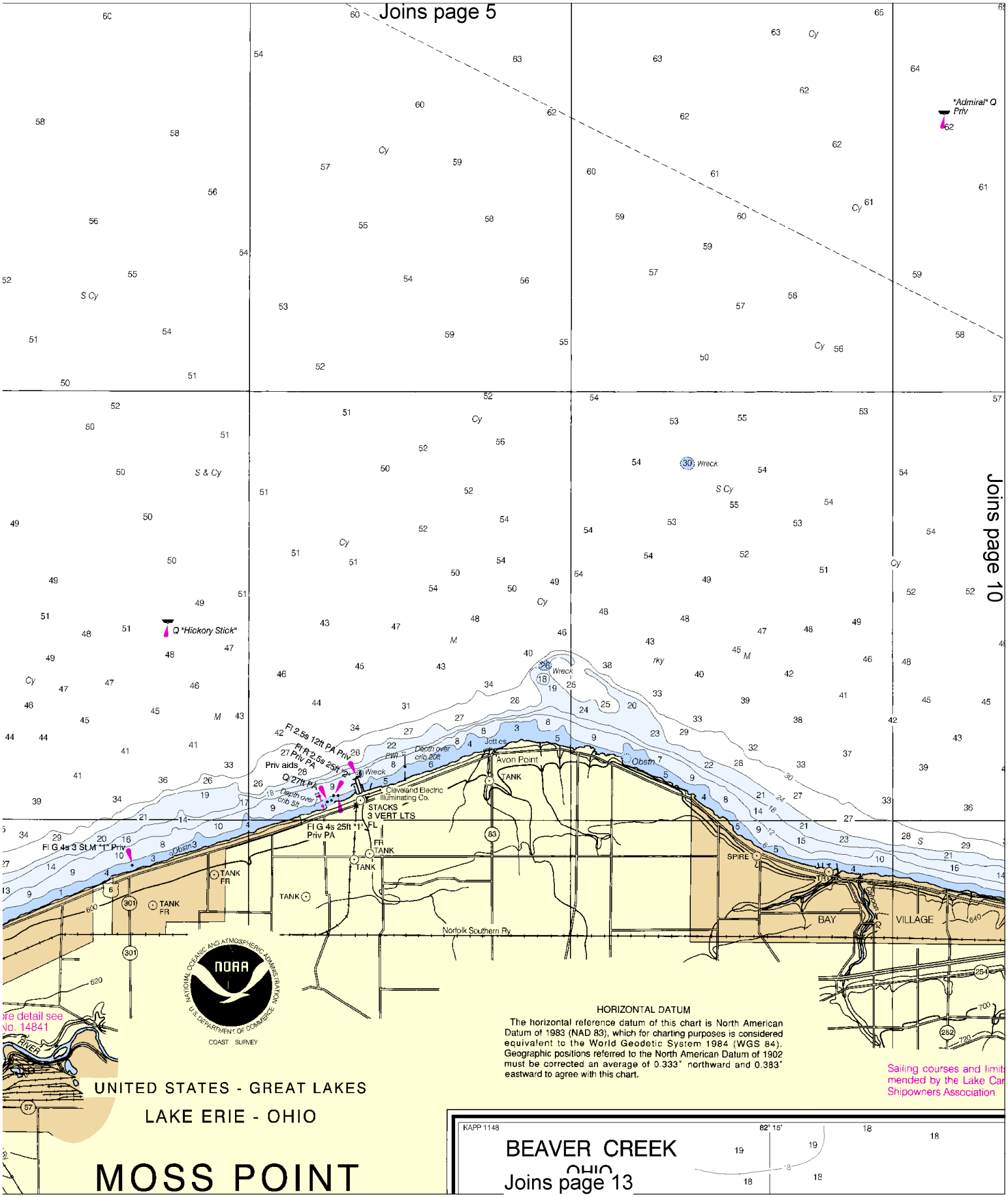

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Sailing courses and limits
mended by the Lake Car
Shipowners Association

re detail see
No. 14841

UNITED STATES - GREAT LAKES

LAKE ERIE - OHIO

MOSS POINT

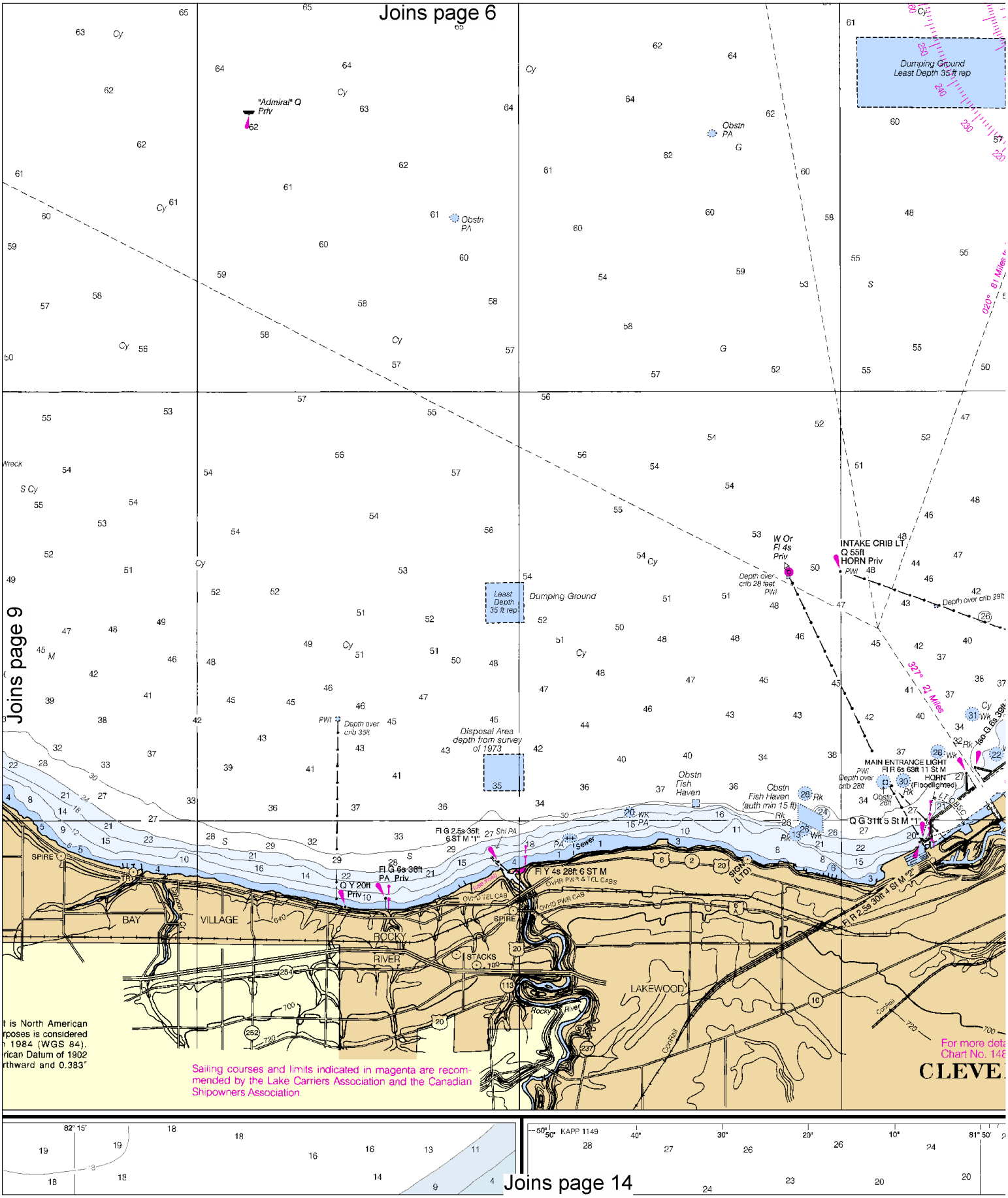
KAPP 1148

82° 15'

BEAVER CREEK

OHIO

Joins page 13



10

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

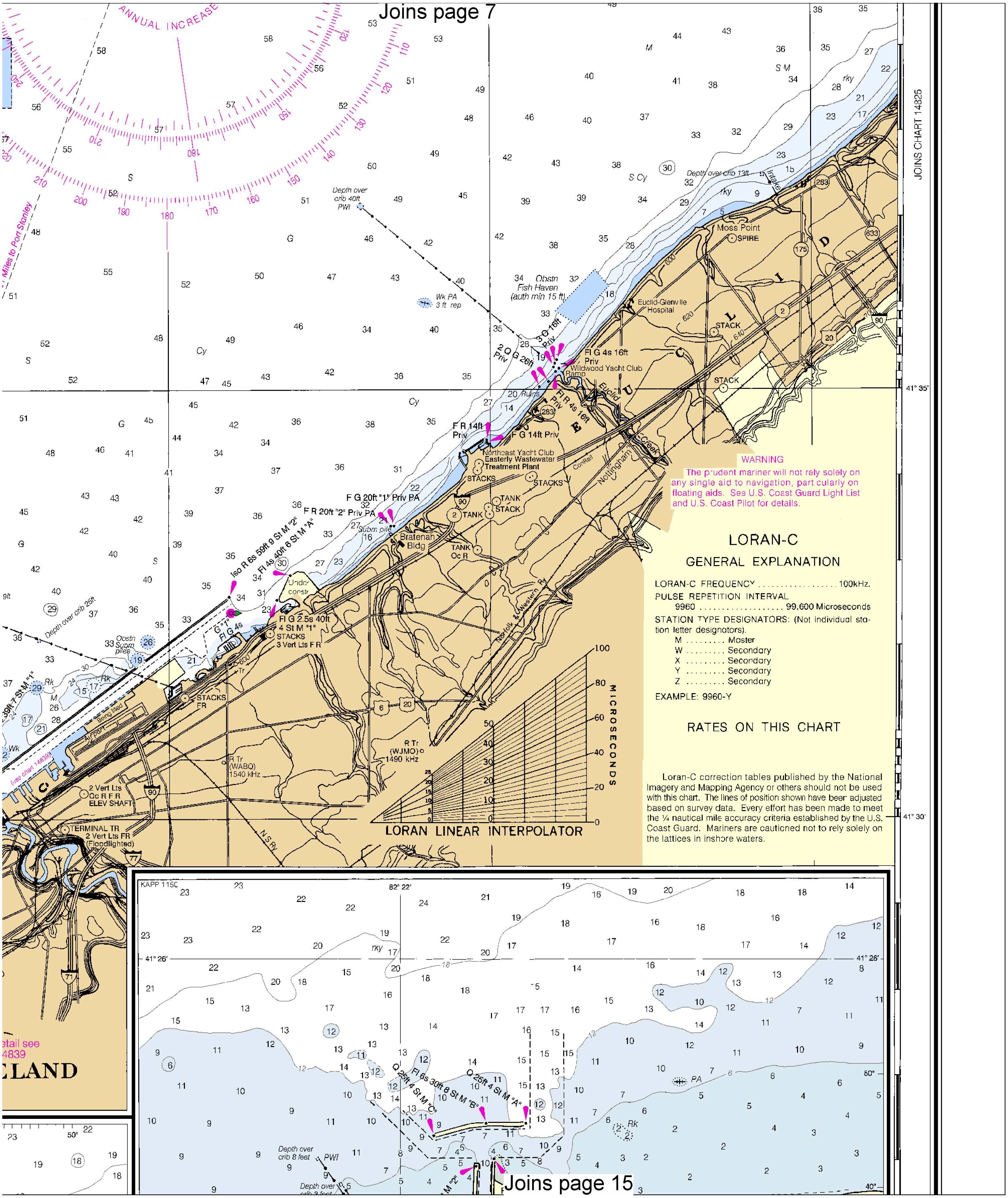
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

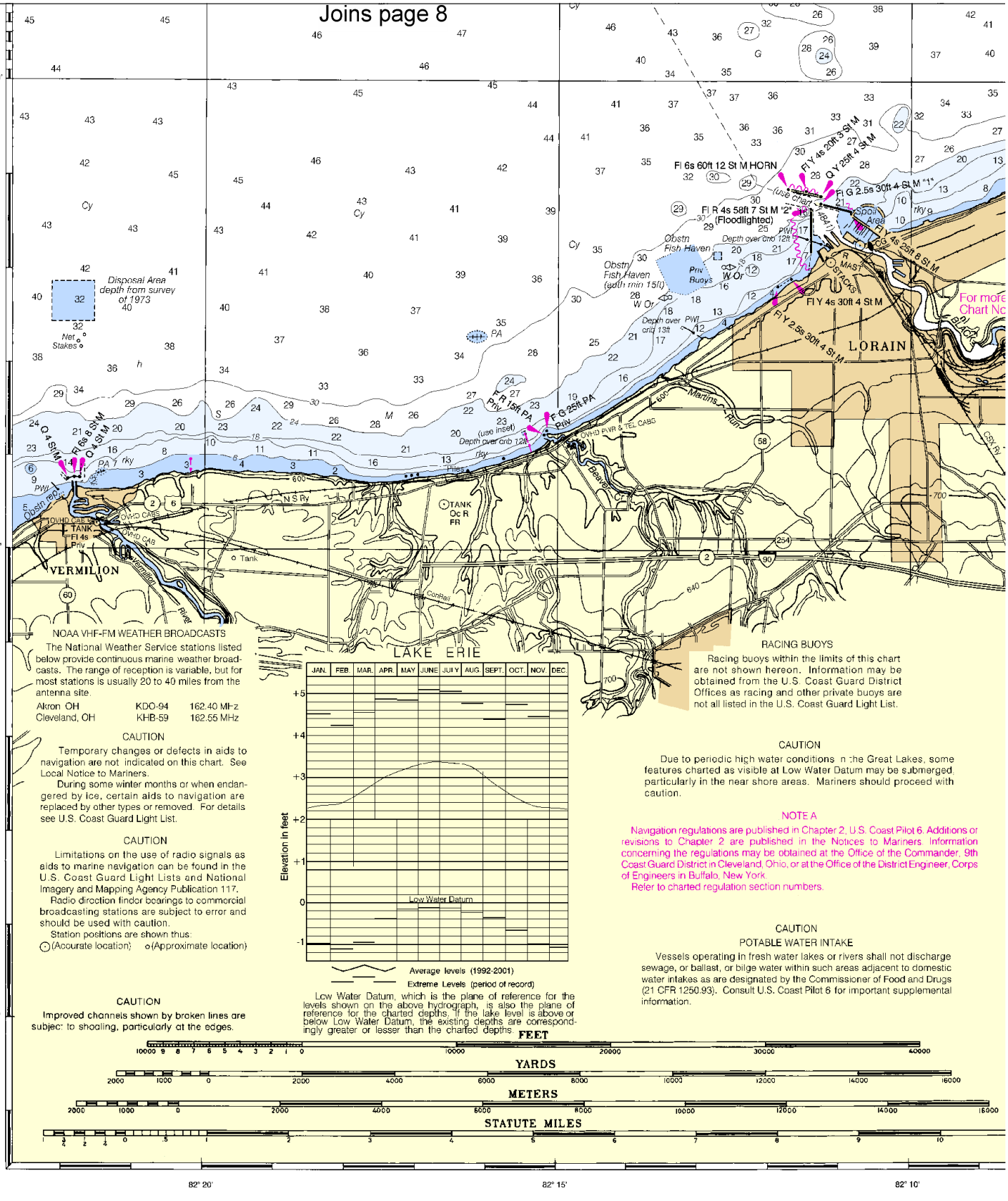
1000 0 2000 4000 6000 8000 10000

Joins page 7



Joins page 15

Joins page 8



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CAUTION

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FEET
YARDS
METERS
STATUTE MILES

27th Ed., Nov./ 02 ■ Corrected through NM Nov. 2/02
Corrected through LNM Oct. 22/02

14826

LORAN-C OVERPRINTED

CAUTION

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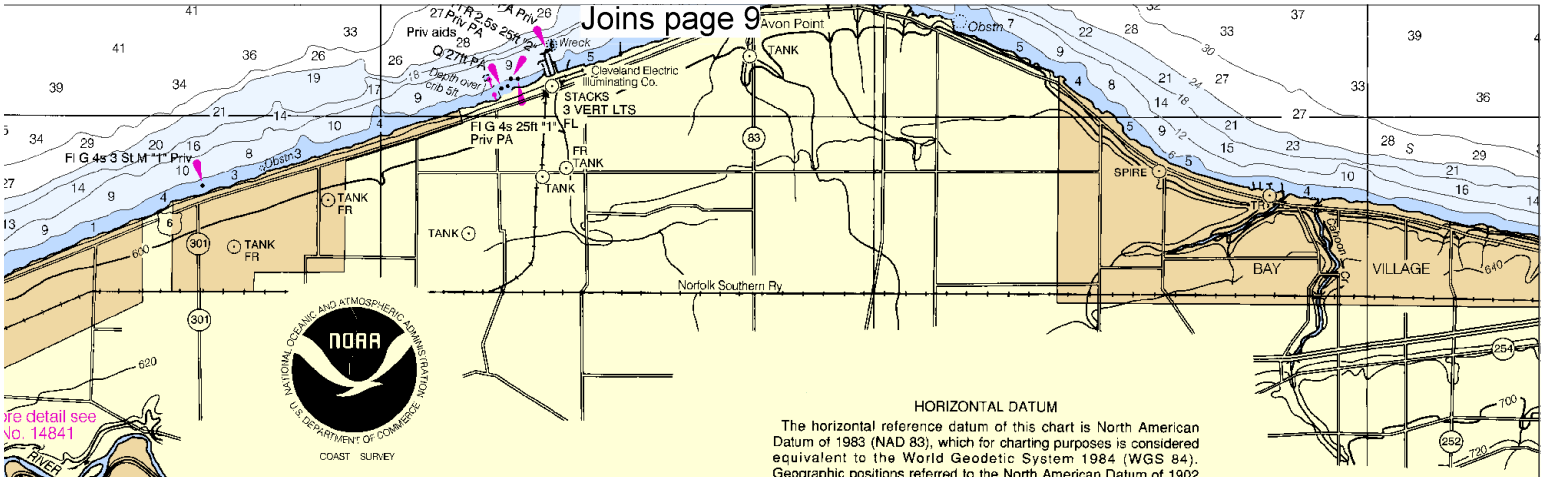
Ocean Service encourages users to submit corrections, additic
improving this chart to the Chief, Marine Chart Division (N/C
Service, NOAA, Silver Spring, Maryland 20910-3282.

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



ore detail see
No. 14841

UNITED STATES - GREAT LAKES

LAKE ERIE - OHIO

MOSS POINT TO VERMILION

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

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SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys anc Fog Signals for information not included in the U.S. Coast Guard Light List.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

SUPPLEMENTAL INFORMATION

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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

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Sailing courses and limits
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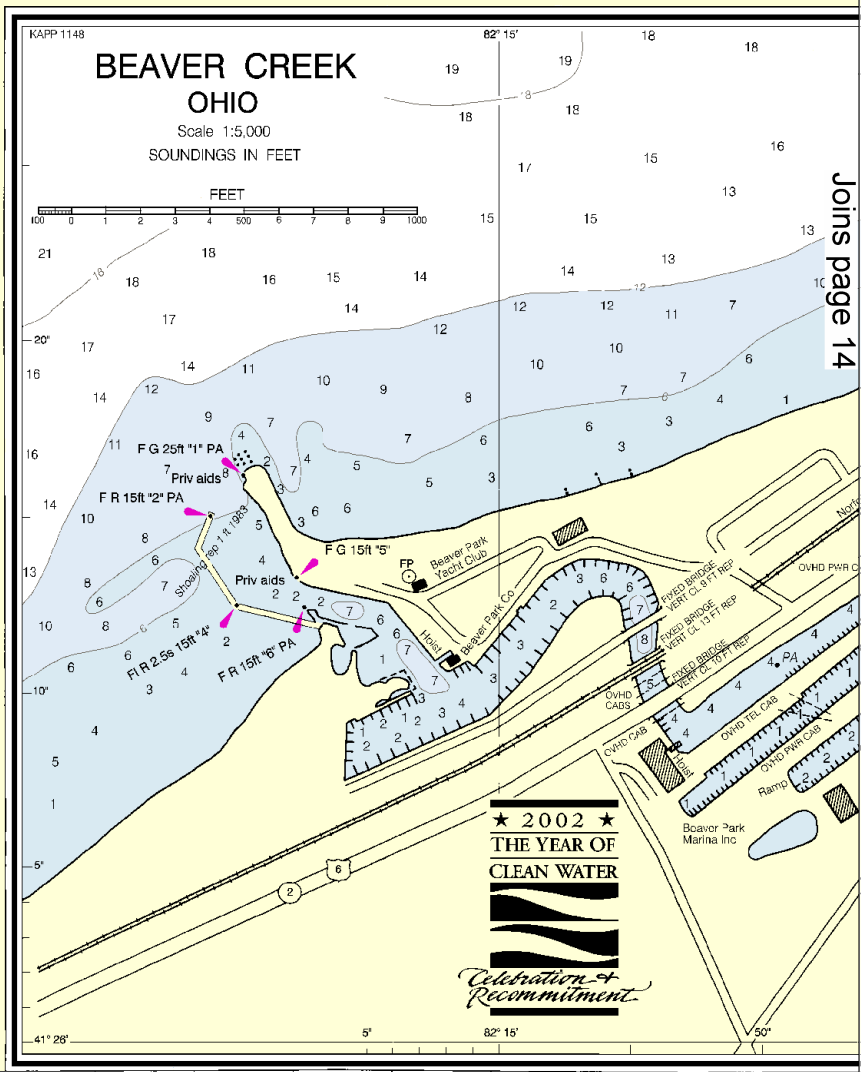
Shipowners Association.

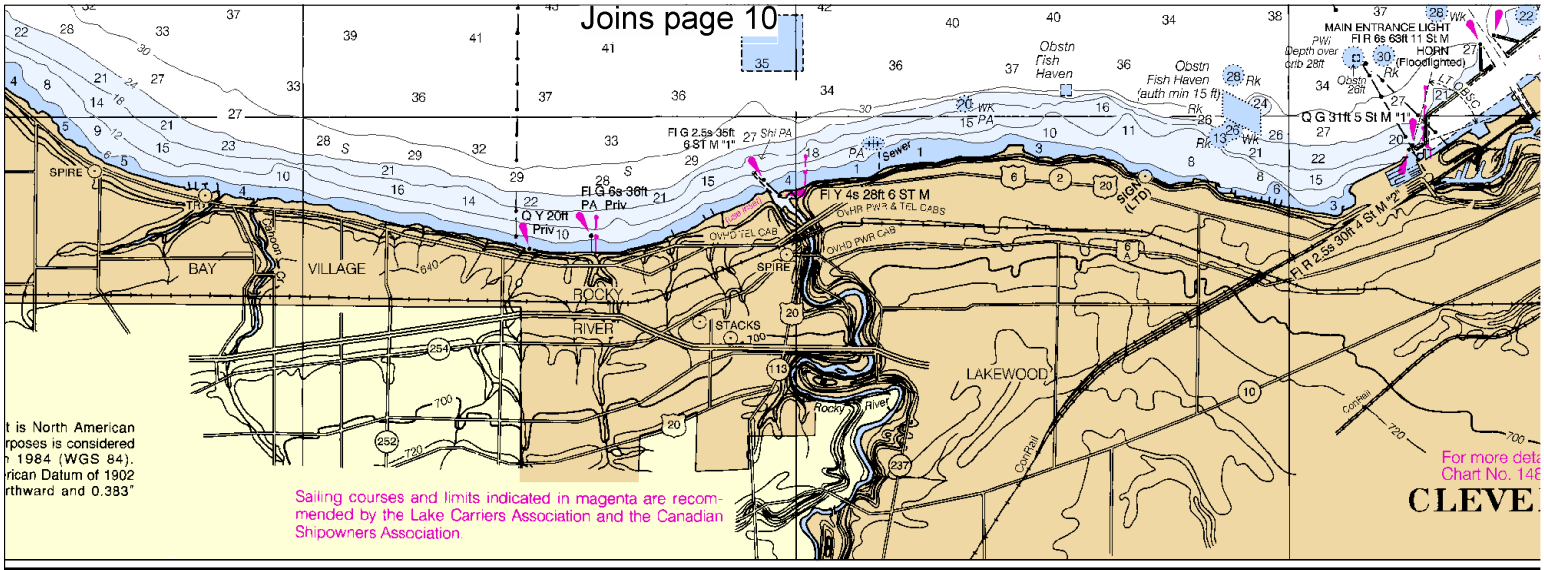


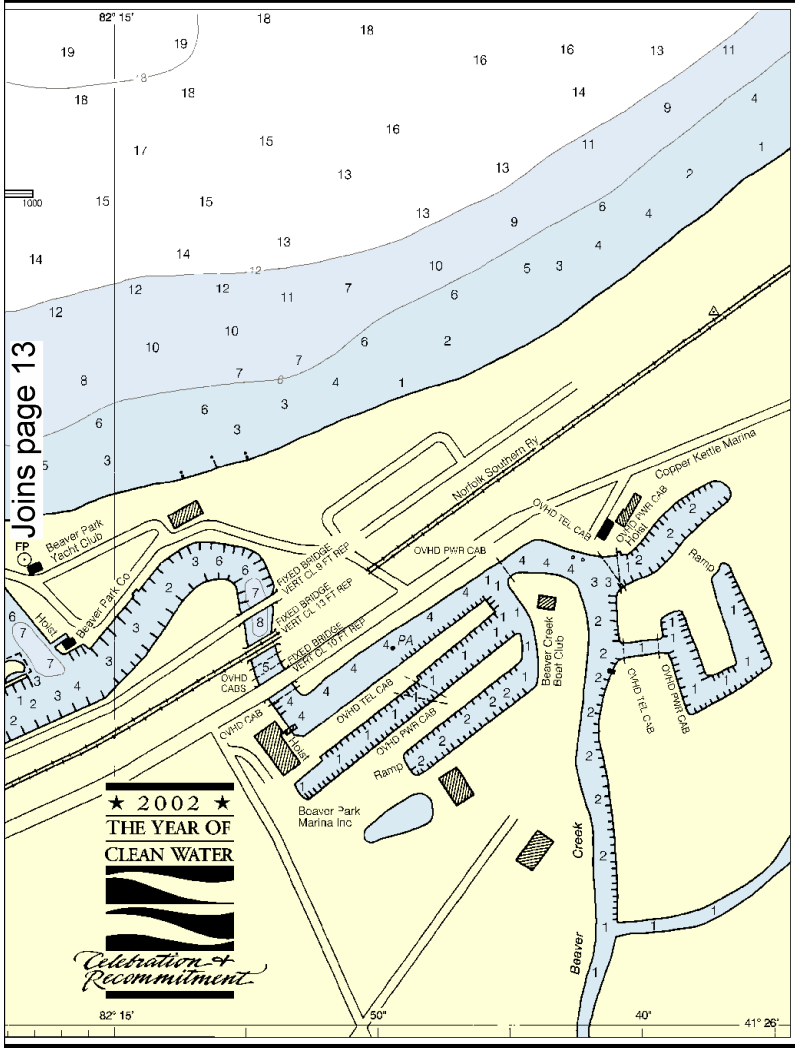
82° 05' 82° 00' 81° 55'

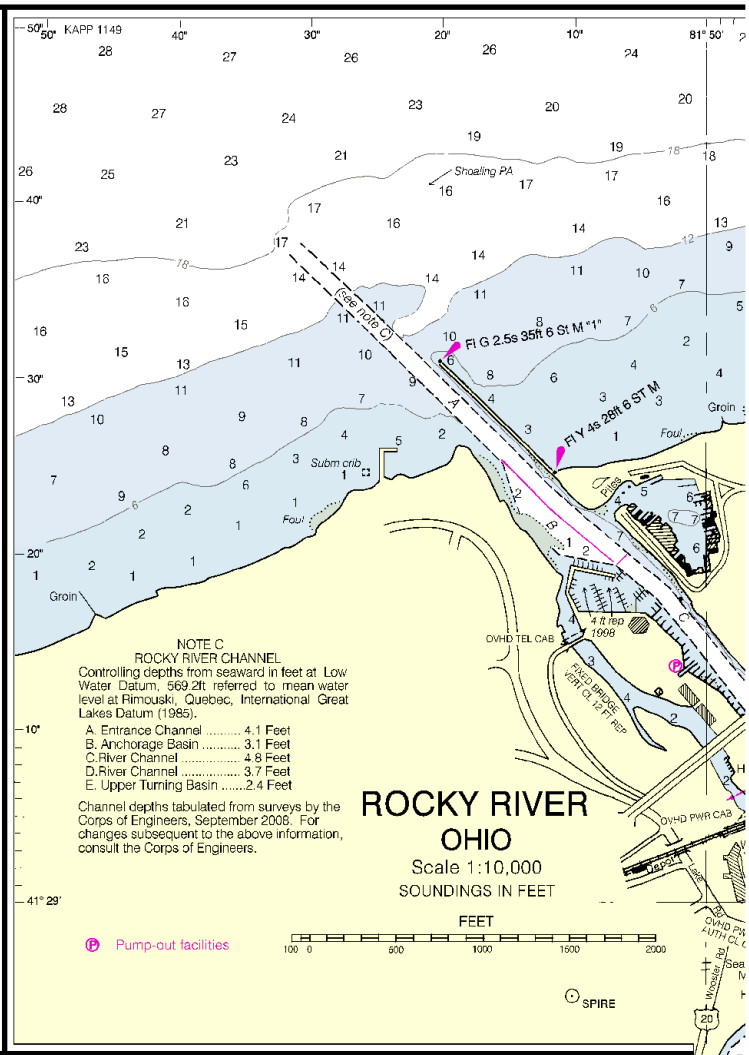
SOUNDINGS IN FEET

navigation. The National
itions, or comments for
/CS2), National Ocean

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY







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NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3 4 5 6

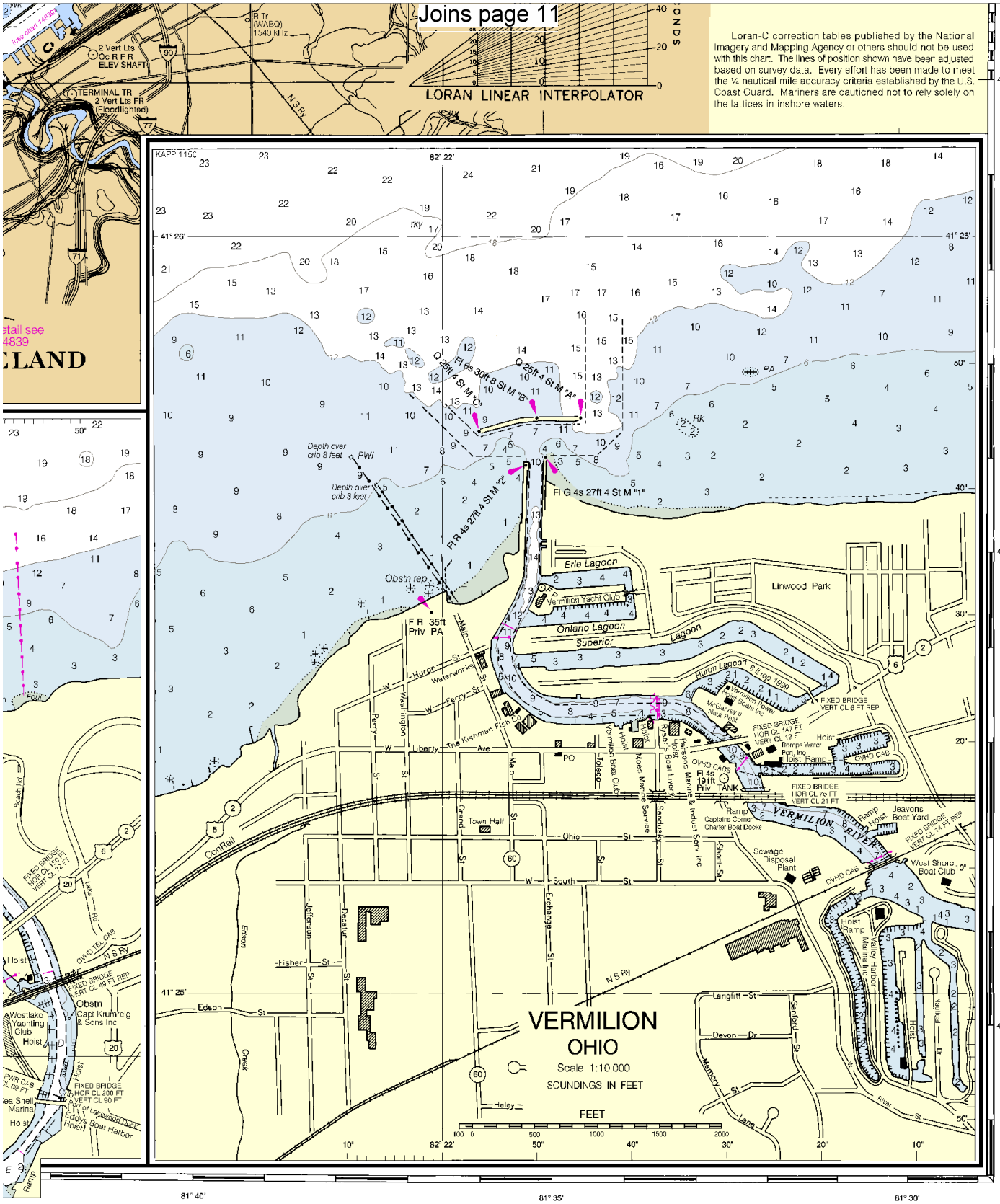
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

Joins page 11



Moss Point to Vermilion

SOUNDINGS IN FEET - SCALE 1:80,000

14826

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 216-902-6117
Coast Guard Search & Rescue – 313-568-9525
Canadian Coast Guard (RCC Trenton) – 1-800-267-7270 or 613-965-3870

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.